Ocean Steamers, &t.

A USTRALIAN PACKET LINE.—YACHT EXCURSION to AUSTRALIA—The A I Clipper Back PEYTONA, 606 tams, will encoted the Albag, as second shop of this inne, and sail from New York on the 25th Janesey, 1853. This beautiful specimen of marine an intecture was built by the worlder-nowned McKay, of Boston, far a macet, and list her namesake, the famous racehome, she has never been beaten. Mr. McKay was the builder of the Fiying Fish, Flying Cloud, Southerdshire, Soveragn of the Seas, and other chippers in the line to Galifornia, and the Peytons etands precentient among the prodest moruments of his will. She will be litted up in a sivice as moruments of his will. She will be litted up in a sivice at least one half the voyage. It is considerable to the helf the voyage. It is considerable to the helf the voyage. It is considerable to the helf the voyage. It is considerable to the sufference of the voyage of the state of the compares this skip with the ordinary class on the six the hitherto fitted out and now advertised for Australia, as the little to the compared of the six of the will be provided in the most liberal manner. A drawing of the ship and plan of bertis will be exhibited, and rates of passage and other particulars made known, by applying to the Australian Facket Line Proprietor, Capt. A rest of the Charles of the Most.

FOR CHARLESTON and FLORIDA— USTRALIAN PACKET LINE.-YACHT

FOR CHARLESTON and FLORIDA -SEMI-WEEKLY U. S. MAIL LINE.—The new and fest-roing steamer JAMES ADGER, J. Dickinson Commander, will leave Pier No. 4. N. R., on WEDNESDAY, Jan. 12, at 3 o'clock P. M. precisely. For freight, apply on board, where all bills of lading will be signed, and for passage at the office of SPOFFORD, TILESTON & Co. No. 48 South et. Trough Tickets to Florida as follows: To Jacksonville, \$30, to Pilatka, \$33.

Trough Tickets to Florida as only as 19 yand SAN FRANCISCO STEAMSHIP

No LINE through to SAN FRANCISCO, via ASPINWALL and FANAMA, as greatly reduced rates. No detention on the 1sthman. The new and splendid side wheel
steamship UNCLE SAM, (being on her second voyage,
4,660 tons, William A. Mills, Commander, will leave NewYork for Aspinwall, (Navy Bay.) on THURSDAY, Jan. 20,
yark for Aspinwall, (Navy Bay.) on THURSDAY, Jan. 20,
yark for Aspinwall, (Navy Bay.) on THURSDAY, Jan. 20,
star P. M. precisely, from Pier No. 3 North River, where
passengers one examine her secommodations. The persermance of this steamer on her first voyage warrants the
savurance that passengers will reach Aspinwall in from 7 to
8 days. The magnificent new double engine side wheel
4 samship CORTES, G.800 tens.). Thos. B. Cropper, Commander, will be in readinces at PANAMA to receive the
UNCLE SAM'S passengers, and sail immediately for SAN
FRANCISCO. The secommodations and ventilation of the
Cortes are all that can be dexired. Her speed (established
on the voyage between New-York and Panama, and while
en the Pacific coast.) is unequalled.
Every exertion will be made on the part of the line to inrere comfort, expedition and safety. Passengers will be
landed on the wharf at Aspinwall free, taking the Panama
Pelizond, and are cautioned that Tickets for this Line are
sold only at No. 26 Broadway.
DAVIS, BROOKS & Co., General Agents.

dd only at No. 26 Broadway.

DAVIS, BROOKS & Co., General Agents.

A Mail Bag is made up at the above Office, under the ne nited States Postage Law, for the convenience of the

N EW-YORK and SAN FRANCISCO
STEAMSHIP LINE—THROUGH to SAN FRANCISCO at REDUCED RATES—NO DETENTION on the
BETHMUS.—The new and splended steamship UNCLE
SAM, 2600 tuns, W. A. Mills, Commander, will leave
New-York, from pier No. 3, N. River, for ASPINWALL,
Navy Bay, on THURSDAY, Jan. 20, at 3 o'clock, P. M.
TORNOS, C. B. C. B. C. B. C. B. C. B. C. B. C. C. B. C. C. C.
Commander, which streamship leaves Fanama on the arrival
of the passengers by the UNCLE SAM for San Francisco,
stopping only at Acapunce for supplies.

of the passengers by the UNCLE SAM for San Francaco, stropping only at Acapanico foi supplies.

These vessels, in accommisdations, ventilation, speed and safety, are unsurpassed. An experienced physician is attached to each stemmer.

Passengers will be landed on the wharl at Aspinwall, and lake the Passengers are cantioned, that the tickets for this line are sold only at No. 26 Brusdowsy.

DAVIS, BROOKS & Co., General Agents.

INITED STATES MAIL STEAMSHIP COMPANY.—For NEW-ORLEANS, via HAVANA.
The splendid Steamship EMPIRE CITY, Henry Windle,
Commander, will sail from the Pier foot of Warren-st., N.
L, on WEDNESDAY, Jan. 12, at 2 o'clock, P. M. pre-

RATES OF PASSAGE TO HAVANA AND NEW-ORLEANS.

Species only taken on freight to Havana.

Specie only taken on freight to Havana.

Freight taken to New Orleans at 30 cents per cubic foot.

Shippers of freight are requested to supply thomselves with the Company's bills of lading, which may be had on application at the office. No other form will be signed.

No bills of lading signed after 120 clock on the day of sailing. For freight or passage, apply to M. O. ROBERTS, No. 177 West-st., corner of Warren st.

PASSAGE for SAN FRANCISCO.—The new clipper ship SIROCCO, loading at Pier No. 25 East River, has superb accommodations for first and second cabin passengers. She will said about the 20th January. For freight or passenge apply to J. S. OAKFORD, No. 92 Wall-st.

THE SHORTEST and CHEAPEST ROURE!:-VANDERBILT LINE for SAN FRANCISCO, Only Line giving Tickets for crossing the Isthmus. The new and powerful double engine steamabip NORTHERN LIGHT 2.500 tans, will leave from pier No. 2 North River, at 3 o'clock P. M. precisely, on THURSDAY, Jan. 20, connecting with the Pacific Steamers, over the Nicaragus Transit Route, having but 12 miles of land transportation—These steam ers have unsurpassed accommodations and venication. For information or passage, apply only at the Agency of the Company, No. 9 Battery-place, up stairs.

STEAM BETWEEN NEW-YORK and STEAM BETWEEN NEW-YORK and
GLASGOW.—The Glasgow and New-York Steamship
Gempany's powerful new Steamship GLASGOW, 1,92
tuns and 400 horse-power, Robert Craig, Commander, will
enliften New-York for Giasgow on SATURDAY, 15th Janmany, at 12 o'clock, soon.

First Cabin, (Schoen State Rooms). 26
First Cabin, (Midship State Rooms). 75
Second Cabin
Steward's fee inclinited.

Apply to Steward's fee inclinited.

INITED STATES MAIL STEAMSHIP

UNITED STATES MAIL STEAMSHIP COMPANY, connecting with the Pacific Mail Steamship Company, carrying the great United States Mail. Only through United States Mail. Line for CALIFORNIA and OREGON, via Aspinwall and Panama, at greatly reduced prices for second cabin and steerage passengers, per steamers Illinois and Golden Giste, fastest steamers on the route.—The splendid new and double-engine U.S. Mail steamship ILLINOIS, requiring but 71 days for her trips to Aspinwall, 2,500 tuns burden, H.J. Hartstene, U.S. Navy, Commander, will sail on THURSDAY, Jan. 20, at 2 o'clock P. M. precisely, from pier at foot of Warren-st., North River. The Pacific Mail Steamship Company's magnificent steamer GOLDEN GATE, requiring but 11t days running time, having performed her last trip from Panama to San Francisco in I2 days and 8 hours, including all landings for mails and supplies, will be in readiness at Panama to receive the Diffunds' mails and passengers, and sail immediately for San Francisco. No efforts will be spared on the part of the Companies to send their passengers through with expedition, confort and safety. Rates of Fars through its cabin, \$200; 2d cabin, \$200; steerage, \$85, Rates from Panama to San Francisco; dathin, \$115; steerage, \$55, Passenners will be lanced at the Railroad Wharf at Aspinwall free. Transit of the Isthmus at the passengers' expense. For freight or passenge apply to CHARLES A. WHITNEY, at the office of the Companies, No. 177 West-st., cer. of Warren, N.Y.

INITED STATES MAIL STEAMSHIP

OMPANY, connecting with the PACIFIC MAIL
STEAMSHIP COMPANY.—Only through U.S. Mail Line
for CALIFORNIA and OREGON, via Aspinwall and Panama. The splendid, new and double-engine U.S. Mail
Steamship EMPIRE CITY, 2,000 runs burden, Henry
Windle, Commander, will sail on WEDNESDAY, Jan. 12,
at 20 clock P. M. precisely, from foot of Warren-st., N. R.
Ladies' Saloon, State-Room.

\$55
Lower Aft and Forward Saloon, do.

\$55
Second Cabin Standers
\$5

Scerage will be laided at the railroad wharf at Aspin-wall free. Transit of the Isthmus at the passengers expense. Persons scentring through passage by the United States Mail Steamers from New-York have preference of accommodation on board the Facific Mail Steamers.

Rates of fare from Panama to San Francisco on the most favorable terms. For treight or passage apply to CHARLES A. WHITNEY, at the Office of the Cos., No. 177 West-st., corner of Warren-st.

BOWMAN, GRINNELL & Co., No. 83
Southest., New-York, sole and only authorized Agents
for the SWALLOW TAIL LINE of FACKET SHIPS. southest, New-York, sole and only authorized Agents of the SWALLOW-TAIL LINE of PACKET SHIPS.

LIVERPOOL PACKETS sail 6th LINE of PACKET SHIPS.

LIVERPOOL SHIPS SAIL LANDON PACKETS sail every alternate Thursday.

LIVERPOOL SHIPS SAIL LANDON PACKETS sail every alternate Thursday.

LONDON.

SIR R. PEEL.

CONNELIUS GRINNELL,

SIR R. PEEL.

CORNELIUS GRINNELL,

AMERICAN CONGRESS,

PRINCE ALBERT,

YORKTOWN.

PATRICK HENRY.

PORMAN, GRINNELL & Co.

are the only Agents for the above ships in this city.

They also issue Drafts from £1 and upward, which are payable at sight in any town throughout Ireland and Great Fritain.

EOWMAN, GRINNELL & Co.

No. 83 South-st., N. Y., and No. 5 Regent's road, Liverpool.

Liverpool Packets leave New-York the and 21st of every menth.

London Packets leave New-York the and 21st of every menth.

menth.

London Pachets leave New-York every alternate Thursday. For passage apply as above.

Steamboats and Railroads.

EW-JERSEY RAILROAD.-NEW-EW-JERSEY RAILROAD.—NEW-YORK and PHILADELPHIA, direct.—U.S. MAIL EXPRESS LINES—Through in 4 hours—New-Jorsey Railroad, via Jersey City, leaving New-York at 5 and 5 A.M., and 54 P. M., from foot of Courtlandt-st. Leaves Philadelphia same hours, foot of Walkut-st. Fare reduced to 35 for freedom class.

BALTIMORE, WASHINGTON and CHARLESTON through tickets sold in the above lines, and through bagage carried in the 54 P. M. lines from New-York, with through Conductors. Passengers with bagage cross the ferry 15 minutes before the trains laye.

FOR SHREWSBURY, HIGHLAND DOCK, OCEAN HOUSE, (Long Branch.) FORT WASH-INGTON, MOUNTS DOCK, BROWN'S DOCK, (Middletwen.) and RED BANK.—The new and splendid ste ambest THOMAS HUNT, Cape. A. H. Haggery, will leave the New-Haven Pier. Peckelip, East River, as follows: FROM SHEWSENY.

Saturday, Jan. 1, 14 A. M.
Thursday, Jan. 1, 18 A. M.
The stages for Squam will run in connection with beat.
Stages to convey passengers to all parts of the country. All persons are forbid trusting the showe beat on the account of the country.

REGULAR MAIL LINE, via Stonington, for BOSTON, PROVIDENCE, NEW-BEDFORD and TAUNTON.—The steamers C. VANDERBILT and MASSACHUSETTS, of this fine, now run regularly as heretofore, alternately, leaving Pier No. 2 North River, first whair shove Battery-pince, daily, Sundays excepted, at 4 P. M., and Stonington at 3 o'clock P. M., or on arrival of the wall train, which leaves Boston at 5 P. M.

The MASSACHUSETTS, from New York—Monday, Wednesday and Friday From Stonington—Thesday, Thursday and Saturday.

The steamer PERRY leaves Providence for Newport daily, except Sandays, at 2 P. M.

For freight or passace, apply at the office, No. 10 Battery-place, or on board the boats

LOR BOSTON, via NEWPORT and FALL RIVER.—The splendid and superior steamers BAY STATE, Capt. Wm. Brown, and EMPIRE STATE, Capt. Benjamin Bratton, leave on alternate days. (Sundays ex-cepted.) from Pier No. 3, N. R., near the Battery, at 4 P. M. For freight, apply on board, or at the office on Pier No. 3 TISDALE & BORDEN, Agents, Nos. 70 and 71 West-st.

OR ALBANY-WINTER ARRANGE

MENT.—Three Daily Lines. Fare, \$1.50. The trains leave City Hall Station, corner Tryon-row and Centre-st, daily, (Sundays excepted.) as follows:

let Train, at 7.56 A.M. Mail Train stopping at all

lst Train, at 750 A. M. Mail Train scopping at all Way Stations 2 A. M. Albany Express Train, stopping at 26 Train at 9 A. M. Albany Express Train, stopping at 26 Train at 9 A. M. Hillsdele and Chathain Four Corners, arriving 2.10 P. M., in time to connect with 2.30 Train from Albany West.

3d Train, 345 P. M. Albany Express Train, stopping at Croton Falls, Dover Plains, Millerton, Hillsdale and Chatham Four Corners, arriving 9.15 P. M., connecting at Albany with Express Train for Buffale.

Returning, will leave East Albany at 8 A. M. Express Train arriving in New-York 245 P. M. Hill 5 A. M., Mail Train, making all stops, and 4 P. M. Express Train arriving in New-York 245 P. M. M. SLOAT. Superintendent.

GREAT NORTHERN RAILROAD - NEW-YORK to VERMONT and CANADA.—Tickets are sold at the New-York and New-Haven Office, Broadway and Canal-st., N.Y. To Beilows-Falls, Ratiand, Burlinaton, Windsor, White River Junction, Weils River, St. Johns-bury, St. Albans, Rouse's Point, Ogdensburgh and Montreal, Baggage checked through. Express Trains leave at S.A.M. and 33 P.M., in connection with the Northern Roads. Freight by New-Haven steamers from Peck-slip every day at 3 P.M., connecting with the Railroad to Burlinaton, St. Johnsbury, Ogdensburgh, Montreal, and all intermediate towns. The Companies forming the New Haven Route are determined to make it the most comfortable and expeditions winter route to Vermont and Canada. F. HYDE, Railroad Agent, No. 152 South-st., N.Y.

NEW-YORK and NEW-HAVEN RAIL-Trains out of New-York—Accommodation and Special-at 7 and 114 A. M., 4 and 5 P. M., through to New-Haven. At 9,10 A. M. and 64 P. M., for Port Chester. The 114 A. M. runs in connection with train from New-Haven to Hertford and Springfield, and with train over the Canal Road.

Haven to Hertford and Springfield, and with train over the Canal Road.

EXPERS TRAINS at & A. M. and 3½ P. M. for New-Haven, Hertford, Springfield, Worcester and Boston, Connecticut River and Vermont Hailroads. The & A. M. train connects at New-Haven with train of the New-London Road, to New-London Norwich, Stenington and Providence. The 3.30 P. M. to New-London only.

The & A. M., stors at Stamford and Bridgeport, consecting with Housatonic and Nangatuck Railroads at Bridgeport, Connecting with Dabbury Railroad at Norwalk, and with Housatonic and Nangatuck Railroads at Bridgeport, connecting with Dabbury Railroad at Norwalk, and with Housatonic and Nangatuck Railroads at Bridgeport. The 3½ P. M., stops at Stamford, Norwalk, and with Housatonic and Nangatuck Railroads at Bridgeport. Trains into New-York—Accemmodation and Special—at 5½, 7 and 9.35 A. M., and 4 P. M., through from New-Haven. At 5½ A. M. and 3.40 P. M., troin Port Chester.

The 3.20 A. M. receives passengers from Springfield and Hartford, New-London and Canal Railroads, at New-Haven. Expenses Trains leave New-Haven on arrival of trains from Boston at 1½ and 9.50 P. M., (stopping at Bridgeport, Norwalk and Stamford 1) leaving Boston at 8 A. M. and 3½ P. M. Trains of the New-London Road run in connection.

See large hill of advertisement at the Station-House and

NEW ROUTE.—BUFFALO and NEW YORK CITY RAILROAD.—Extension of the Six-

Mail Train 8 A. M.—Through Way Train 1 P. M. Express Train 5 P. M.—Accommodation Frain 6 P. M. For Tarrytown at 2 P.M., and an Evening Train at 11

The Tarrytown, Peekskill and Polk-epsie Trains stop at all Way Stations. Passengers taken at Chambers, Canal, Cirristopher, 14th and 31st size. SUNDAY TRAINS from Canal-st. at 7.30 A.M. for Poughkeepsie, and at 5 F.M. for Albany, stopping at all Wations. GEO. STARK, Superintend

NEW-YORK and ERIE RAILROAD. Trains leave pier foot of Dunne-st. as follows:

Express Train at 7 A.M. for Dunkirk and Buffalo.

Mail. Train at 9 A.M. for all stations.

Way Train at 330 P.M. for Piermont and Suffern.

Way Train at 330 P.M. for Delaware, via Jersey City.

Express Train at 5 P.M., every day for Dunkirk and

Boffsio.

Both Express Trains connect at Dunkirk with the Lake
Shore Railroads for Cleveland, and thence direct to Cincinnati; also to Sandusky, Tolesce, Monroe, Detroit and Chicago.

CHAS. MINOT, Supermendent.

EW-JERSEY RAILROADS .- On and aft-N EW-JERSEY RAILROADS.—On and after the 77th of December a train will leave New-York at 8 o'clock, A. M., from foot of Contlands.st., arriving in Philadelphia at 12 noon, at the Kensington Station. This line will be a Relief Express Train to the 9 A. M. Express Train, which will also run through in four hours. Through Tekets for Baltimore, Washington, Norfolk and Charleston Sold by pub hines. Tickets sold to passengers for way stations in New-Jersey in the 8 A. M. train only, at reduced prices. The Trenton Accommodation Train will, on and after the 77th December, leave Trenton at 9 A. M., arriving in New-York at 12 noon, returning from New-York at 4. P. M., by which passengers will also be carried at reduced prices, reheving the 5½ P. M. Philadelphia train of way passengers. These arrangements will make more certain the connection of the Mails, ard through passengers with the centinuous train leaving Philadelphia at 2 and 10½ P. M.

CANANDAIGUA & ELMIRA RAILROAD CANANDARGUA & ELBHIRA RAILRUAD

—WINTER ARRANGEMENT.—On and after Monday, Dec. 10, and until further notice, trains leave Elmira
for Canandaigua, as follows:

Mail Train at 7 A. M., or on arrival of Night Express
Train from New-York, connecting at Canandaigua with
trains on the Albany and Buffalo Road for Rochester, Buffalo and Niagara Falls.

Day Express at 6, 10 P.M., or on arrival of Day Express
from New-York. The time of leaving New-York may be
seen by reference to the advertisement of the New-York and
Eric Railroad.

WILLIAM G. LAPHAM, Sup't.

New-York, Bec. 18, 1832.

New-York, Bec. 18, 1832.

RAILROADS for PHILADELPHIA, BALTIMORE and WASHINGTON.—Arrangements have THIS DAY been made by the Railroad Companies between New-York and Washington, for continuous and centain counceting lines, by which the mails, passengers and beggage in the 8 and 9 A.M. and 34 P.M. lines from New-York will be certain to go through from one point to the other, without detention any where on the route. Should any secident happen, causing delay on either road, the mulls, pessengers and baggage are to be forwarded by cattra trains, at the expense of the road on which the delay occurs, A New Train to and from New-York and Philadelphia via New-Jersey Railroad, will commence on MONDAY, the lith day of Jan. leaving New-York, foot of Courtlandt-st., at 4 P.M., and running directly through to Philadelphia to the Kensington Station. Returning, will leave Philadelphia from the Kensington Station at 7 A.M. (being the present Treaton Accommodation Line, extended to Philadelphia which will not hereafter make the extra Way Stops, except on signal for Philadelphia and other pussengers beyond New-Brunswick. Fare in this line, both ways, and in the 8 A.M. line from New-York for Philadelphia, reduced to \$2.5.

The New-Brunswick Accommodation Line will leave New-York on and after the 10th of January at 5 P.M. instead of 6 P.M. and an additional train will leave New-York for Elizabethtewn at 4.30 P.M.

N.B.—The 8 P.M. Train beyond Newark will be discortinued. The 7 P.M. from New-York to dahway will be the last train beyond Newark, except the night trains.—Jersey City, Jan. 5, 1853.

PENNSYLVANIA RAILROAD.-This Road Will be completed to Pittaburgh by December 1st, after which all goods consigned to their Arent at Philadelphia will go through, without transshipment, within Seventy Hours, at the rates below published; offering to Merchantshippin; to points on the Ohio River, or any of the Western waters, facilities not to be received on any other route. Their arrangements with connecting roads are complete, by which Goods can be forwarded to the Interior of the Western States by Railread, at the lowest rates, and in all cases without detention.

ern States by Railread, at the lowest rates, and in all carewithout determine.
WINTER FREIGHT TARIFF
from Philadelphia to Pittsbungh.

Ist Class-Dry Goods, Boots & Shoes, &c. \$1 per 100 fbs.

2d Class-Hardware, Machinery, Bales,
Brown Sbeeting, Wool, &c., 35 cts. per 100 fbs.

3d Class-Coffee, Queensware, Heavy
Casings, &c., 75 cts. per 100 fbs.

4th Class-Bacon, Lard, Fish, &c., 65 cts. per 100 fbs.
No Commission charged for forwarding at Philadelphia or
Pittsburgh,
Freight Agent Pennsylvania Railroad Co., Nos. 774
and 276 Market-et., Philadelphia.

CENTRAL RAILROAD of NEW-JER-VELY.—New-York to Easten, Pa. Fare \$1.75.—Fall Arrangement, commencing November 15, 1852. Leave Pier No. 1 North Erver daily, for Easten and intermediate places at \$4.87. P.M., and \$4.5 P.M. and for Somerville at \$4.5 P.M. Returning, leave Phillipsburg at \$4.80 A.M.

CAMDEN and AMBOY RAILROAD for PHILADELPHIA, from Pier No. 1 North River, foot of Battery-place—Twe lines daily. Morning Line at 10 A.M. by steamboat JOSEPH BELKNAP. Fare \$2. Aftermoon Express Line by steamboat JOHN POTTER, at 2 P. M. Fare, 1st class cars, \$3: 2d class cars, \$2. Beturning, leave Philadelphis from foot of Walrut-et, at 10 A.M., and 2 P.M. Enigrant Line by steamboat ATLAS, from Pier No. 1, at 4 P.M. Fare \$150.

ICHIGAN SOUTHERN & NORTHERN A INDIANA RAILROAD.—On and after January 1, 3, until further notice, Passenger Trains will run between tage, Toledo and Monroe daily, except Sundays, as fol-

Chicago, Toledo and Mource daily, except Sundays, as follows:
Chicago for Mource and Toledo at 24 A.M.
Toledo for Chicago at 8 A.M.
Mource for Chicago at 7 A.M.
This Road, in conjunction with the Toledo and Norwalk,
Lake Shore, New-1ork and Erie, Buffalo and Albany, and
Hindson River Rullroads, form the only Railroad communication between Chicago and New-York City.
Also, a Railroad communication is now opened between
Chicago and Columbus, Cincinnati and Pittsburgh, via Toledo and Norwalk Road, which intersects the Mad River and
Hamilton and Dayton Roads at Bellevue, the Manafield
Roed et Morneveille and the Cieveland. Columbus and Cincinnati, and Pittsburgh Roads, at Cleveland.
M.S. & N. I. R. R. Office, Adrian, Dec. 27, 1832.

JOHN F. PORTER, Agent, No. 109 Broad-st., N.Y.

Medical.

Nos. 1, 2 and 3, is a remesty which applies to every discase and irregularity. Relief guaranteed in all cases, when taken with advice. Sent by mail with tull directions Price SI per number. Office No. 265 Bowery. Consultations say and evening.

DOCTOR VAN HAMBERT'S GERMAN

METALLS—Both in the female infirmary and in private practice Doctor Van Hambert,
of Germany, has used these pills with unparalleled su nees.
For diseases peculiar to females they can be reluced on as a
certain, speedy, and unfailing remedy. They have been in
use about twelve years in the scuntry, and have received the
approval of some of the most distinguished physicians in this
city. There is no prescription whose effects have been able
to compare with these pills in the treatment of females, and
it is not too much to say that their success has been more than
equal to the combined effects of all other remedies. These
who have used them know what an invaluable legacy Doctor
Van Hambert has left the world. By their use females may
rely upon obtaining speedy relief, whereby health is revored,
and the paic and deathly counternance gives place to the
roceate fures of health.

h box, and
General Agent for United States, America,
No. 127 Bowery, corner Grand-st. Price \$1 per box.

FISHER'S COMPOUND FLUID EXTRACT of LICORICE and ICELAND MOSS—Containing in a concentrated form all the valuable principles of
the Mass, with a judicious combination of ingredients calculated to arrest the progress of pulmonary complaints, in
the scute or inflammatory stages. In recent coughs, colds,
and all affections of the lungs, it is invaluable, and one bottie is sufficient to prove its efficacy. For sale, in bottles,
at 25 cents, by C. H. Ring, corner John-st. and Rosalway: Riker & Berrian, No. 339 6th-av.; J. & J. Coddingten, No. 715 Broadway and 365 Hudson-st. corner Spring;
J. Crumbie, corner Bowery and 4th-st.; S. J. Smith. No. 271
8th-av., corner 24th-st.; J. W. Warner, cor. 27th-st. and 3av.; A. De M. Riker, corner 14th-st. and 8th-av.; Mrs. M.
Hayes, No. 725 Fulton-st., Brooklyn, L. I.; James D. Nowill,
No. 26 Grand-st. Williamsburgh, L. I.
Prepared only by W. FISHER, Chemist, No. 311 Bleecker-st., N. Y. All orders promptly sitended to.

YATT'S INFALLIBLE LIFE BALSAM. 756
WATTS'S NERVOUS ANTIDOTE, genuine. \$1
HASTINGS'S SYRUP OF NAPHTHA, do. \$1
HASTINGS'S SYRUP OF LIVERWORT AND TAR \$1
WISTAR'S BALSAM OF WILD CHERRY. \$1
SCHENCR'S PULMONIC COUGH SYRUP. \$1
AYERS SCHERRY PECTORAL for Coughs. \$1
WOLFE'S AROMATIC SCHEIDAM SCHNAPPS. \$1
DR. COOK'S REMEDY FOR INTEMPERANCE. \$1
S. P. & JACOB TOWNSEND'S SARSAPARILLA. \$1
MYERS'S EXT. ROCK ROSE and SARSAPARILLA. \$1
DR. VAN HAMBERT'S Female Monthly FILLS. \$1
CHINGS'S OXYGENATED and German Bitters,
Osgoed's India Cholugoe for Fever and Agne. \$1
SO
BALLY'S Gravel ANTIDOTE and LOTION. \$1, and 50
Bally'S Gravel ANTIDOTE and Holloway's PILLS,
HEISKELL'S Halloway's and Dalley's OINTMENT,
DAVIS'S Rahvhue and Hyperion and BARRY'S Tricpha,
totrade, at GUION'S old corner, Bowery and Grand-sts.

PROFESSOR MORSE'S INVIGORATING

PROFESSOR MORSE'S INVIGORATING ELIXIR; or, CORDIAL.

THE WONDERFUL VEGETABLE PRODUCTION of which this medicine is composed, has engaged the medical savane of Leodox, Paris, and the chief cities of Europe. Its virtue has been tested, and proclaimed by the highest names in the Faculty of those cities, and testimonials have been presented to its discoverer by the Academics of Medicine of London, Edinburgh, Paris, Berlin and Vienna. During a sojourn in Arabis Petras, Professor Morse was afflicted with a nervous fever, brought on by intense excitement and impurdent exertions in a tortid season of the year, which dehed his own knowledge of curative means, and for some time threatened a fatal termination. A Shiek of one of the native tribes at length induced him to take a medicine prepared from the roots of herbs common to a mountainous region of the country, which in a few days not only restored him to vigorous health, but renewed the strength of his constitution in a marvellous degree.

CLAIRVOYANT EXAMINATIONS-By

O-Only 15 cents. A delightful and sure remedy for Cough, Hours ness, Corsumption, &c., Wholesale and Retail, at Sands's Mammoth Drug Store, No. 71 James st.

THE WONDER of the WORLD!—DETHE WONDER of the WORLD!—DETHE WONDER of the WORLD!—DETHE WONDER of the WORLD!—DETHE THE SE COMPOUND PITCH LOZENGE!—The
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WOLFE'S CELEBRATED SCHIE-

the pure juniper juice. So great is the demand for this article, that we confidently predict half a million profit to the manufacturer in five years.

AN OLD MEDICINE REVIVED.—In days of yore, as we have all learned from the old folks, no medicine was so use ful to have in the home, or so good, in many diseases, as pure Holland Gin. For a lone time, however, the genaine article could not be had, until lately, it has reappeared under the new name of Aromatic Schiedam Schnapps. The article speers to be marufactured exclusively by Udotpho Wolfe, at Schiedam in Holland, and put up in quart and put bottles, expressly for medicinal purposes, with his name on the seal, bottle and label, to protect it against counterfeix. What a great blessing it is for persons residing in the interior of our Southern and Western States that they can now purchase a pure and unadmiserated article of thin wits confidence, without the least liability of deception or dissatisfaction. That it will tend to diminish the consumption of the common, deleterious and spurrous liquors which now almost exclusively pervade this country, admits of no doubt. We consider the medical profession and the traveling community are under obligations to Mr. Wolfe

WOLFE'S AROMATIC SCHEDAM SCHAPPS—We perceive that this liquor is coming into very general use for medicinal purposes, and with very happy effect. In the hands of physicians, it is proving itself, as astimulating directle to be enumerably successful after other medication with this intent had been tried in vain. In one of the cases thus reported, addominal dropsy has been cured, and the necessity of tapping averted; and in another, a discressing case of gravel, so called, has been entirely removed by the passage of a calculus of considerable size, which is ascribed to the use of only two bottles of this article. The Editor of The New-York Medical Gazette, Dr. Reess—good authority in such matters—speals thus of this article. The Editor of The New-York Medical Gazette, Dr. Reess—good authority in such me

Water Cure.

TUTE, No. 15 Laight at. Special department for female diseases.

R. T. TRALL, M. D., Proprietor.
DR. J. L. HOSFORD, Assistant.

THE N. Y. CITY WATER CURE, No. 184
12th-st., cor. University-pl. Ample accommodations
for patients and boarders. O. H. WELLINGTON, M.D.
GEO. H. TAYLOR, M.D.

Legal Notices.

CORPORATION NOTICE—SALE of avec that a sale of property for unpaid taxes, will take place at Poblic action is bereby avec that a sale of property for unpaid taxes, will take place at Poblic Auction, at the City Hall, of the City of New York, on ThURSDAY, the twenty first day of April next, at 12 o'clock at soon, and be continued from day to day until the whole of said property be cold and the thick.

SUPREME COURT-In the matter of the speciation of the Mayor, Aldermen and Commonaity of the May of New York, relative to the EXTENDING of CANAL-STREET, in the suit origin, in a time of the matter in the suit origin, in a time of the matter in the suit of the matter in a discount of the matter in the suit of th

UPREME COURT, City and County of New York - Thing W. Kage and Sommet F. Rase, agt W. Blum. F. Walben, Israel Wood and John A. Harth. - Segments for a money demined on contract. To the decimation, WILLIAM F. WALTON and JOHN A. HARTT. You are, hereby summoned and required to grower the complexed in this action, which was it ised in the selfice of the Clerk of the City and County of New York, as the 8th day of Octo-

NEW-YORK TRIBUNE.

FROM PORT AU PLATTE .- By the arrival of the brig Gipey, Capt. Boyd, we have advices from Port au Platte, to Dec. 22, and Turks Island Dec. 24. Business was dull. The market was stocked, and the tobacco eason was over. Gen. Santa Anna had been elected President. Several seaman from St. Thomas had died of black vemit. Government had seized a Portuguese schooner lying in the harbor in distress, on suspicion of being a slaver, and sent her to the City of St. Domingo. to the City for examination. The last accounts norel, No. 2, 8c.

At Sait Key, Turks Island, there were no vessels in

ACCIDENT ON THE FALL RIVER RAILROAD -Carelessness of the Switchman .- On Friday evening, an accident occurred on the Fall River Railroad, near being fatal to a large number of passengers. The six miles from North Braintree, smashing the tender, baggage, and first passenger cars, and burying the loco-motive to the depth of about four or five feet in the engine before it struck, thus helping to ease the concussion. The engineer was pitched about seven or bruises. One passenger was pitched against the stove, and several more were slightly injured from the splinters.

switchman, in not seeing that the switch was placed properly after the freight train had passed up. His excuse was that he thought of it once, but forgot it! If people's lives are to be sacrificed because the tenders on the Railroad choose to forget or neglect their duties, it is no more than right that the public should know it.

Thomas F. Mengher at Cincinnati. A public festival was given to the dis-tinguished Irish patriot, Thomas F. Meagher, on the 3d inst., by the United Irish As ociation of Cincinnati, which was a highly creditable affair, and reflected good taste on the part of the Irish citizens of the Queen City of the West,

To a complimentary toast, Mr. Meagher made the

Mr. CHAIRMAN, LADIES AND GENTLEMEN—In rising to acknowledge the compliment you have paid mo this evening, the manner in which you have received my health, and the distinctions you have conferred upon me, I feel I will have to accuse myself of the grisvous violation of a rule I had laid down for strict observance. I have heretofore declined those honors which you were prepared to bestow upon me, with such projuse hespitality. I am slow in coming to a determination, but the tediousness with which I arrive at one, is a guarantee of the sincerity with which I adhere to it. Your compliment, gratefully as I appreciate it, distresses me sorely, because it has imposed upon me an obligation which it may not be in my power to liquidate. But there was no withstanding your temptations, and now, Hice a languishing sweetheast, I give way without saying another word. Of the reasons which induced the determination to which I have slinded, you are well aware. To those which in THE ACTION OF PREASE POINT RESIDENCE AND ADDRESS AND A mming up.

The Fatal Ratirend Accident in New-Har

The following account is by one of the pas-

The following account is by one of the passengers, Rev. Mr. Fuller and is furnished by him to The Manchester (N. H.) Mirror:

"I was locking out at the window, when we felt a severe shock, and the car was dragged for a few seconds, the axle of the frent wheel being broken. Perfectly conscious of our situation, I remember thinking what was the matter. I retained through the whole my consciousness. In another second, the coupling which joined our car with the other, broke, and our car was whitled violently round, so as to reverse the ends, and we were swung down the rocky ledge. For once I had no hope of escaping death. I shall never forget the breathless horror which came over us during our fall. There was not a shriek nor an exclanation, till the progress of the car, after having turned over twice on the rocks, was arrested and with a violent concussion, having parted in the middle, and being broken into many thousand fragments.

I received personally a few bruises and flesh cuts, of no particular moment, and found myself amid a mass of broken glass and splintered wood, and grouning men and women, with no limbe broken, and with a heart to praise God for His sparing mercy. I had no need to get out at any door or window, for the car was a fragmentary ruin. The next mement a man covered with blood himself—a noble fellow—said, "we are alive, let us help others." I passed from one frightful part of the secue to another, and the whole is now before me as a fearful vision. Men came up on every side dripping with blood, and few escaped some cuts and bruises. Before all were rescued, the top, covered with oil cloth, took fire from the stove, and added to the general horror and suffering.

Two incidents, among the many terrible ones, are each of the car was a fragmentary control of the car was a few seasons and entering.

Two incidents, among the many terrible ones, are each care and control of the car was a few suffering.

all were rescued, the top, covered with oil cloth, took fire from the stove, and added to the general horror and suffering.

Two incidents, among the many terrible ones, are especially present to my memory. On the bank sat a mother (Mrs. Stokes, of this city.) clasping her little boy of some three or four years of age; he had been rescued from the ruin which had strewn the rock with splintered fragments, and her own person was considerably burned by the fire; but she was shedding tears of graftinde over her rescued child, and rejoicing in his safety, unmindful of her own pain. But a few steps from her I saw the most appaling scene of all. There was another mother, whose agony passes beyond any description. She could shed no tears, but overwhelmed with grief, uttered such affecting words as I never can forget. It was Mrs. Pierce, the lady of the Presilent clote; and near her in that ruin of shivered wood and fron, lay a more terrible ruin, her only son, one minute before so beautiful, so full of life and hope. She was supported by her haband and Prof. Packerd.

Gen. Pierce was himself bruised in the back, but not severely, and the wounds of the spirit far exceeded any bodily suffering; yet, while deeply affected, he showed all the self-possession and nerve which only characterized great-hearted and noble men, and which few would manifest under similar circumstances. He gave all needful directions about the recovery of his little boy, still entangled in the wreck about him, and then afforded all the self-possession and nerve which only characterized great-hearted and robbe men, and which few would manifest under similar circumstances. He gave all needful directions about the recovery of his little boy, still entangled in the wreck about him, and then afforded all the self-possession and nerve which only characterized great-hearted and robbe men, and which few would manifest under similar circumstances.

Soen we were able to convey the wounded and the dead to the near to house, which happened to be that commercial

LAW INTELLIGENCE.

SUPREME COURT OF THE UNITED STATES.

WASHINGTON, Friday, Jan. 7, 1853.
Charles S. Lester and Calvin K. Averill,
Esq., of New-York, and Cheyney H. Housekeeper and W.
Arthur Jackson, Esqs., of Penrsylvanis, were admitted attoneys and counsellors of this Court.
Nos. 44, 45, 46 and 47. Wm. Christy, plaintiff in error,
vs. J. D. Finley and others.—The argument of these causes
was continued by Mr. Bibb for the plaintiff in error, and
by Mr. Hill for the defendants in error.

Adjourned until Monday, 11 o'clock, A. M.

COURT OF APPEALS.

At sanv, Friday, Jan. 7, 1859.

Several motions made. Nos. 15, 17, 27, 30, 32, 34, 35, 57, 77, 87, 97, 122, 126, 137, 151, 215, struck of uncer the rule. No. 106, Buel and others, respondents, and The Trustees of Lockport, appellants. Submitted, N. Howard, Jr., counsel. No. 13, (reserved cause.) Ledyad, responded, agt. Actor, exceutor, &c., appellant. Argued. Nathaniel D. Blant for appellant; O. B. J. Bowdoth for respondent. No. 18, Dunham and another, respondents, agt. Pettee and another, appellants. (reserved.) Argued. N. Hill, Jr., for appellants; A. Taber for respondents. Not concluded.

Jan. 8.—No. 48. Wright, appellaut, agt.
Douglass, respondent. Argued (in order) John A. Collier
for appellant; B. Davis Nozon for respondent. Net concluded.

SUPREME COURT-SPECIAL TERM-Before Judge

ROSSEVELT.

Daniel J. Carroll at Charles H. Carroll and others.

By one of the legatees against the Executor of their father's estate, alleging that he had mortgaged, without authority, lands in Rochester and Livingsing Cossety, to North American Trust Company, for \$50,000, and requiring him to account and wind up the affairs of the estate in accordance with the terms of the will. Decided that all the parties shall be at liberty to produce further proof of the title to the lands in Rochester and Livingston County, the Executor to account in accordance with the rule prescribed in decision.

scribed in decision.

CIRCUIT COURT—Before Judge ROOSEVELT.

Will of late John Mason.

This case lies over till Monday, when the symming up will continue, Mr. Ring having aircady summed up in behalf of Mr. James Mason. The executors have the affirmative, in support of the will, and will close the symming up.

the affirmative, in support of the will, and will close the summing up.

COURT OF COMMON PLEAS—Before Judge

J. W. Vail & Co. against John Rice.

To recover difference in price between that specified in agreement, and the market price on \$1st May, 1847, when it was to have been delivered, on a contract to seil plaintiffs "a lot of Canal oats, say about 4,600 bushels, more or less,"—(these are the words of the contract)—in-ready referred to. The question for the Jury was, whether the words "lot" and "more or less," referred to a particular lot which Mr. Rice, as known to plaintiffs, was an treaty at the time to purchase of Spencer Booth, Branchport—or whether the word lot had no particular lettere as examines to agreements in the purchase of Canal oats, to meet a difference of 5 or 6 per cent, which usually occurs in east of that description, and the intention was really to furnish 4.00 bushels. If the former, and the particular lot was tendened, it, absolved defendant from liability—if not, but the sarroment was for 4,000 bushels, and a less quantity was tendened, plaintiffs were justified in refusion; it, and bringing action for difference—and are entitled to said difference, (if cents per bushel,) less 5 or 6 per cent, and interest from itse day when the article was to have been delivered. Sealed verdict.

Mr. Weisse, of The New-Orleans Bea has sold to Mesers. S. Harby, English Editor, N. Dufour, French Editor, and E. Duverger, Business Access, presenter of the ownership of The Bee, retaining himself offs fourth. The paper will be hereafter under the header of G.F. Weisse & Co. The Bee is a Whig Daily paper, and has now entered upon its 28th volume. One half is pablished in English and one half in French.

We learn that Mr. Lancaster at establish The Teras Ranger, at Austin; J. S., Food, at